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日十初月三年丑癸

HONGKONG, WEDNESDAY, APRIL 16TH, 1913.

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LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 16TH, 1913.

DURING the last two or three years the anomaly of the Treaty arrangement whereby Japanese ships are free to engage in the coasting trade not only of Great Britain but of India as well, while reciprocal rights are denied to British vessels in Japan, has been much discussed, especially in connection with the freight war which has been existing between the Nippon Yusen Kaisha and the British India Steamship Company. In British shipping circles the negotiators of the Treaty have been blamed for inadequately protecting the British shipping companies in this respect, and on one or two occasions the attention of Parliament has been called to the situation which has developed since the Treaty of 1911 came into operation; without, however, any promise being obtained from the Government that an effort would be made to put matters on a more equitable basis.

The *Nichi Nichi*, one of the leading newspapers of Japan, regards the attitude of the British Government as perfectly correct, and considers it somewhat of an anomaly that ordinary commercial questions should be regarded as coming within the diplomatic sphere. It is a most illogical contention, unless our Japanese contemporary is prepared at the same time to say that the embargo placed upon the business of foreign shipping companies on the coast of Japan is also an anomaly that ought not to exist. The whole matter is essentially, of course, a diplomatic question, and a good deal of

importance is said to have been attached to it at the time the Treaty was under negotiation. An interesting reference was made to this matter at a recent meeting of the Yokohama Foreign Board of Trade by Mr. J. A. HARMSEN, of Messrs. H. N. Abrams & Co., who said that, if he was not wrongly informed, at the time the Treaty was under negotiation the representatives of Great Britain did not attach much importance to the question of retaining the coasting trade for alien vessels, and as the ships of Great Britain certainly had a large share in the volume of the passenger traffic, her attitude in the matter was made use of by Japan to check such demands being put forward by other countries by designating them as not of such vital importance as to prevent a satisfactory conclusion of the whole Treaty, thus making it quite clear that in a matter affecting her autonomic rights, Japan would on no account make concessions. "As efforts made by other interested parties also failed to bring about a change in Japan's attitude, we are now confronted," said the speaker, "with the fact that foreign vessels calling at Japan ports are excluded from the carrying of passengers as well as of cargo from one to another of the country's ports." It is pointed out by the *Japan Gazette* that "as a matter of international diplomatic adjustment, the problem bristles with difficulties. For instance, Great Britain, in two Treaties—with Austria-Hungary and Greece, respectively—the latest of the date of 1886, grants free coastal-trading privileges to those nations. In all her later Treaties she has reserved autonomy, but until those two Treaties are abrogated all other nations can claim similar treatment under the most-favoured-nation clause of their Treaties with Great Britain. In that respect, therefore, she would have several preliminaries, such as denunciation of Treaties and new coasting legislation, to carry out before she could deny Japanese shipping free coasting-trade in Indian waters, and thereby enforce true reciprocity." Consequently it is obvious that a diplomatic international settlement of the problem is remote. The matter, so far as Japan herself is concerned, is further complicated by the fact that there are other countries like France and America, where coasting trade by foreign shipping is prohibited; so that if Japan granted rights to the British in consideration of the unrestricted liberty of Japanese ships to engage in the coasting trade of Great Britain and India, the other Treaty Powers could claim the same privileges in Japan under the most-favoured-nation clause.

Mr. HARMSEN's point was that the conditions prevailing in countries like France and America were so different to those existing in Japan that Japan could well afford to make concessions to the regular passenger liners calling at Japanese ports, without injuring her own interests. He pointed out that the so-called coasting trade of aliens—that is to say, aliens engaged in that trade as a business—had been practically non-existent. All that Japan gains by her prohibitory legislation is the profit accruing to the railways or Japanese steamers from the denial to foreign steamers of the right to transport passengers and cargo between their regular ports of call, which are Nagasaki, Kobe and Yokohama. It is pointed out that the railways do not offer corresponding comfort or accommodation, and Japanese passenger steamers are insufficient to satisfy all demands. "The whole problem," said Mr. HARMSEN, "is from no point of view a matter of deriving profits on either side—in fact, profits can hardly be called an important factor in view of the small amounts involved—but rather a question affecting progress in communication and transport facilities generally, and thus one of public convenience. It must therefore be regarded as of much public benefit if the authorities would allow at least the regular passenger lines to carry passengers and goods between Japanese ports, and it is to be hoped that the existing state of affairs may sooner or later be modified." This is a small concession to ask, but it is one, if voluntarily granted, which would undoubtedly do much to counteract that tendency on the part of the British public to weaken in their enthusiasm for Japanese stocks, which *The Times* recently commented upon, incidentally mentioning the coastal shipping legislation of Japan as a contributory cause.

The Provincial Government of Yunnan is sending eight students to Hongkong University, six to America and four to France.

Besides the troops which President Yuan Shih-kai had already concentrated in the Capital, three battalions of troops arrived last week from Jehol.

Sir West Ridgeway has arrived in Peking. It is understood that his object is to arrange for the entry of Chinese labourers into British North Borneo.

Two fresh cases of plague have been reported, bringing the total since January up to 23. Both of the cases were fatal.

A meeting of the Legislative Council is called for Thursday, when the resolution respecting an advance of \$430,000 for railway purposes will be moved.

Whilst a young Chinese school girl was walking towards her home on Monday two men caught her and snatched a pair of gold bangles, valued at \$15, from her wrists.

The authorities at the Central Police Station inform us that the Commissioner of Police at Canton has sent down 10 European dogs which have been seized in the city, and they are now at the Police Station awaiting the identification of their owners.

The garrison orders mention that the Right Rev. Dr. Brent, Bishop of the Philippines, is giving an address in the R.A. Theatre, at 11 a.m., this morning. Colonel St. John, R.E., has consented to preside and the Chaplains of all denominations have given permission for their adherents to attend.

Mr. and Mrs. A. Bain, who have been resident in the Colony for nearly thirty years, leave for Home to-day. Mr. Bain, who filled the position of chief engineer with the China Sugar Refinery, was held in high esteem, and many parting gifts were made to him and his wife. A large circle of friends regret their departure.

It is generally and unofficially stated, says *Reuter's* Peking correspondent, that the real reason why President Yuan Shih-kai did not attend the opening of Parliament was an intimation from certain members of the Kuomintang that he would only be able to attend as a spectator. It is further stated that it was due to the same influence that President Yuan Shih-kai's message was not read.

Owing to the opposition which he is encountering, the new Salt Commissioner, Huang Jen-shan, appointed to Canton, has not yet taken office. The local Government is insisting that the proceeds of the salt-tax shall be used to pay local military expenses, while the Commissioner wishes the money to be forwarded to Peking. The Kuomintang also opposes Huang, as formerly he was an active worker against the revolutionists.

It is announced in the *Garrison Orders* that the undermentioned officers qualified in subject (c) for promotion at an examination held in this Command on the 7th and 8th April, 1913: For promotion to rank of Captain:—Lieut. A. W. S. Gibson, Royal Engineers; Lieut. F. L. Brown, Royal Engineers; Lieut. T. C. R. Archer, Royal Army Medical Corps; Lieut. S. M. Cookson, 21st Punjab; Lieut. H. D. Drysdale, 26th Punjab; Lieut. G. F. H. Faithfull, 128th Baluchistan Infantry.

THE FIRST GYMKHANA.

The first Gymkhana of the season under the auspices of the Hongkong Gymkhana Club takes place at Happy Valley on Saturday. The programme, comprising six events, is now published, and the entries give promise of good sport. For the Gymkhana Stakes there are 12 entries, the ponies being Cleric, Favonius, Joss Mighty, Jambolini, Floreal, Miss-in-bauk, Revenue, Sweet William, Donald Dhu, Ben Wyvis II, Sir Acalon, and Barford.

LAWN TENNIS TOURNAMENT.

There was a large number of matches in connection with the lawn tennis tournament played off on the courts of the Hongkong Cricket Club last night. The results are appended:—

CHAMPIONSHIP.

Major Bowen beat S. E. Green in the second round 5-7, 6-3, 6-2, 8-1.

SINGLES "A" HANDICAP.

S. H. Dodwell (scr.) beat C. C. Hickling (rec. 2/6) in the first round 6-1, 6-4.

Major Hunter (scr.) beat A. N. Joseland (owes 15/1) in the first round 5-7, 10-8, 6-4.

SINGLES "B" HANDICAP.

A. H. Crook (owes 15) beat Rev. Foster Pegg (scr.) 6-4, 6-3 in the second round.

G. Miskin (scr.) beat Captain Clarke (owes 3/6) in the second round 6-2, 6-4.

Lieut. Beattie (scr. 1/6) beat D. Walker (scr.) in the second round 6-2, 6-2.

TO-DAY'S MATCHES.

Captain Crawford and Captain James meet R. P. Thurstield and W. N. Lowe in the doubles handicap.

R. Hancock and R. D. Stewart meet C. E. H. Beavie and M. R. Harris in the professional pairs.

L. le Breton meets A. N. Joseland in the second round of the championship competition.

DOUBLES HANDICAP.

H. A. Nisbet and F. Maitland (owes 30) beat H. Humphries and D. E. Clark (rec. 4/6) 6-2, 6-4 in the second round.

R. D. Stewart and C. E. H. Beavie (owes 2/6) beat M. R. Harris and R. F. C. Master (owes 2/6) 1-6, 6-2, 6-3 in the first round.

A. N. Joseland and J. B. Penman (owes 15) beat A. C. E. Elborough and E. R. Hallifax (scr.) 4-6, 6-4, 6-0 in the first round.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BALKAN WAR.

LONDON, April 15th.
Serbia, while agreeing to suspend attacks on Skutari, insists that the Turkish garrison shall cease hostilities, otherwise the Serbians will resume fighting.

Consequently Turkey has ordered the commander at Skutari to assume a passive attitude.

MEMORIAL SERVICE AT WESTMINSTER.

LONDON, April 15th.
A memorial service for the late Sir Clement Hill, K.C.M.G., who had been Superintendent of African Protectorates under the Foreign Office from 1890 to 1905, was held at St. Margaret's Church, Westminster. Many Africans, members of both Houses of Parliament, and prominent people were present.

THE SPANISH KING'S ASSAILANT.

LONDON, April 15th.
The King's assailant, whose name is Sanchez, says he wrote to his family at Barcelona asking for money, and on being refused he decided to kill the King and so be immediately executed.

THE LATE MR. PIERPONT MORGAN.

LONDON, April 15th.
Mr. Pierpont Morgan was buried in the Morgan mausoleum at Hartford. The coffin was covered with five thousand red roses. A funeral service was conducted at St. George's Church, New York, the large congregation including numbers of prominent citizens. The service was according to written instructions left by the deceased.

BRITISH NAVAL AIRSHIPS.

LONDON, April 15th.
The Admiralty has established air stations at Harwich and Yarmouth.

The *Daily Telegraph* states that the Admiralty are negotiating with three leading British shipbuilding firms with a view to beginning the early construction of airships for service with the navy.

SUFFRAGETTE TERRORISM.

BOMB AT THE BANK OF ENGLAND.
LONDON, April 15th.

A sensation was created in the city by the discovery of a bomb placed against a pillar of the Bank of England.

A policeman pluckily plunged the machine into a fountain. The bomb contained gunpowder and an electric battery and watch.

Hatpins found at the Bank of England point to the bomb having been placed by suffragettes. Owing to their suspected designs extra police have been stationed at the Bank lately. The police think that the bomb would have done little damage, though it might have seriously injured any persons in the neighbourhood when it exploded.

THE BELGIAN STRIKE.

LONDON, April 15th.
A message from Brussels states that the public services are working normally. One-third of the workers in the great industries have struck. The coal mines are almost completely stopped, and there is a partial stoppage in the metal industries. Numbers of workers have gone to France to seek employment.

LATER.

The strike is proceeding with perfect orderliness. Up to the present there has only been one case of sabotage, which occurred at a leather factory. It seems that the strike is not only a battle between labour and capital, but also to a great extent of industrial Wallon against the ultra-Catholic and Conservative Flemish districts.

FRENCH PRESIDENT TO VISIT ENGLAND.

LONDON, April 15th.
President Poincaré pays an official visit to London on the 23rd June. He will be the guest of the King. It is understood that he will be entertained three days at Buckingham Palace. Importance is attached to the visit as strengthening the entente and is regarded with pleasure in France in view of the King's visit to Berlin in May.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE CHINESE REPUBLIC.

GREAT BRITAIN CONSIDERS RECOGNITION DESIRABLE.

LONDON, April 15th.
In the House of Commons, on Monday, Sir J. D. Rees asked whether Great Britain's recognition of the Chinese Republic depends upon the Republic's confirmation of the existing Treaty rights and other privileges to British residents in China.

Mr. Acland replied that the Government considered formal recognition desirable.

THE CHIEF RABBI.

LONDON, April 15th.
Dr. Hertz was ceremoniously inducted Chief Rabbi at the great Synagogue at Aldgate.

BIG RUBBER COMPANY FAILURE.

LONDON, April 15th.
A message from New York states that the New York Company of rubber importers has filed a petition in bankruptcy. The liabilities amount to \$5,000,000 (gold) and there are no assets. It is explained, however, that the assets, which are set down at nothing for the purposes of the bankruptcy proceedings, are said to be considerable.

SHREWSBURY BY-ELECTION.

LONDON, April 15th.
Alderman George has been adopted as Unionist candidate for Shrewsbury in succession to the late Sir Clement Hill. He favours Lord Roberts' scheme of national defence.

WHITECHAPEL BY-ELECTION.

LONDON, April 15th.
Sir M. Samuel, who was unseated by reason of his firm's dealings with the Government of India, has been unanimously re-elected Liberal candidate for the Tower Hamlets division of Whitechapel.

BURGLAR COMMITTED FOR TRIAL.

Before Mr. Melbourne a Chinese was charged by Inspector Watt with breaking into the house of Inspector McEwen, of the Sanitary Department, at Beaconsfield, and stealing therefrom a silver watch, money and clothing, of the total value of about \$34.20.

Defendant pleaded guilty.
Mr. R. S. Vergette said he found the defendant crouching on the verandah in the early morning. He seized the intruder, who, after a struggle, eluded his grasp, but witness pursued him and re-captured him, handing him over to an Indian constable.

Inspector McEwen deposed to being aroused from his sleep by the previous witness. He saw the prisoner struggling violently with Mr. Vergette.

Inspector Watt said the man had got a number of men into trouble. He offered strenuous resistance to the first witness and the Indian constable, and then escaped from the Government Civil Hospital.

Prisoner was committed for trial.

THE MAGISTRACY.

Mr. Melbourne fined a Chinese \$50 for insufficiently stamping a promissory note.

An irrepressible affection for the Colony on the part of a banished resulted in his appearance before Mr. Hazeland yesterday, and his Worship directed him to pass six months' holiday in Victoria Gaol.

A Chinese was charged before Mr. F. A. Hazeland at the Magistracy yesterday with stealing a suit of silk clothing from the District Watchmen's quarters in Third Street. Sergt. Adlington, who prosecuted, said there had been a lot of articles stolen from this place of late. Defendant admitted having opened the complainant's box open and taking the things. Sergt. Adlington asked his Worship to make an example of him. Defendant was sentenced to two months' hard labour.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals:—
J. Walker \$10

SUPREME COURT.

Tuesday, April 15th.

IN SUMMARY JURISDICTION.

BEFORE THE ACTING PUISNE JUDGE (MR. J. H. KEMP).

AN ABSENT DEFENDANT.

Hill Bergdahl & Company sued Kam Ting, head steward of the s.s. *Borneo*, to recover \$270.20, balance due by defendant to plaintiffs for aerated waters supplied.

Mr. Leo d'Almada appeared for the plaintiff, and Mr. Faithfull for the defendant.

Mr. Faithfull asked for an adjournment, as his client was on the steamer *Borneo*, which was not expected to return to Hongkong for ten days. His friend could not consent to the adjournment, but at the same time would not object.

Mr. d'Almada said he did not wish to embarrass his friend, but as the case had been hanging on since the 15th January, he was anxious to have it brought on.

Mr. Faithfull pointed out that his client was employed on the steamer and the movements of the steamer could not be controlled.

It was agreed that a date for hearing should be fixed on Friday.

A PECULIAR TRANSACTION.

Wong Lung sued Wo Koo for \$145.
Mr. Faithfull appeared for plaintiff, and Mr. C. F. Mason, of Messrs. Wilkinson & Grist, appeared for defendant.

It was stated for the plaintiff that the sum of \$145 was claimed as damages sustained by him through the failure of the defendant to carry out an agreement for the sale of a certain boat for the price of \$115. Mr. Faithfull explained that plaintiff had paid a deposit of \$10, and on the strength of the agreement sold the boat to another man for \$250. When plaintiff went to take over the boat from the defendant she informed him that she had sold it, and offered him his deposit of \$10 with another \$10, as compensation. He refused to accept this, and brought action to recover \$145, which was made up by the \$135 profit which he would have made on the re-sale of the junk and the \$10 deposit.

Mr. Mason submitted that the sale had not been completed.
His Lordship gave judgment for the defendant.

THE BANK OF TAIWAN, LIMITED.

The statement of accounts for the year ended December 31st, 1912, is as follows:—

LIABILITIES.	Yen.
Capital subscribed	10,000,000
Reserve funds	3,100,000
Notes in circulation	20,414,850
Current accounts, fixed deposits, etc.	53,346,040
Bills payable and other sums due by the Bank	3,432,923
Balance brought forward from last account	219,316
Net profit for the past half year	514,140

Total Y71,027,272

ASSETS.	Yen.
Cash account—	
In hand	6,854,416
At bankers	1,839,153
Loans to Government	5,095,763
Bills discounted, loans, advances and other sums due to the Bank	40,700,971
Government bonds	6,692,245
Bullion and foreign money	4,329,122
Capital uncalled	3,750,000
Bank's premises, properties, furniture, etc.	1,675,000

Total Y71,027,272

PROFIT AND LOSS ACCOUNT.

Dr.	Yen.
Current expenses, interests, etc.	3,329,493
Reserve funds	100,000
Bonus	32,000
Dividend (10 per cent. per annum)	312,500
Balance carried forward to next account	228,957

Total Y4,002,950

Cr.

Balance brought forward from last account	219,316
Amount of gross profits for the half-year ending December 31st, 1912	3,843,634
Total	<u>¥4,062,950</u>

Total Y4,002,950

EXTRA-TERRITORIALITY IN CHOSEN.

"AN AMICABLE SETTLEMENT" SAID TO HAVE BEEN REACHED.

A Seoul dispatch to the *Yiji* says that the seventh and final conference between the Japanese authorities and the Consular Body in Chosen was held on the 31st proximo to discuss and adjust the question of the abolition of extra-territoriality in the foreign concessions in the peninsula. The perpetual lease question is said to have been settled, as were also the other matters, some proposals brought forward by the Consuls being accepted by the Japanese authorities.

A memorandum relating thereto will be signed by the parties concerned in a few days, and will then be made public.
The *Japan Gazette* adds the comment: "It is to be hoped, in view of the situation in Yokohama, that the Consuls have not given away the rights of their nationals."

DISORDERS IN THE NORTH

THIRTY EXECUTIONS AT WUCHANG.

General Li Yuan-hung, Commander-in-Chief of the Chinese Army, in a proclamation concerning the recent unrest at Wuchang, the headquarters, says that the chief disturbers have been arrested and punished. He exhorts their dependents to repent and to destroy their badges, and tells the people to be calm.

Over thirty executions took place last week. Three prisoners who are thought to have been executed were strangled. One or two high officers were implicated in the disturbance and they are reported to have fled.

The city is tranquil but well-guarded. The government is taking no risks.

A Peking paper reports that a division left on the 8th inst. from Pao-tung-fu for Hankow, and that other troops were sent there the following day. The paper adds that Cheng Teh-chuan, Tuta of Kiangsu, has been ordered to send men-of-war to Wuchang.

LOOTING AND BURNING BY SOLDIERS.

The latest news from Kiukiang shows that affairs were not improving there last week. One night the old examination hall was burnt by incendiaries. Soldiers began looting, and two were arrested and executed.

The following day an affray occurred in the suburb. Some Kiangsi soldiers gained entrance, passing the Kiukiang guards without lanterns. The password was demanded; not knowing it they ran. The guards fired, killing one of them. They replied with a volley which killed the guard.

The Kiangsi soldiers are close around Kiukiang demanding the recognition of General Ngo Yang. The Kiukiang soldiers refuse to do so.

From Chengtu (Szechuan province) it is reported that there is a reign of terror at Ningyuanfu owing to the fact that the troops who recently revolted are still undisciplined and are in the neighbourhood domineering the city.

THE ANTI-OPPIUM CAMPAIGN.

CHONGKING PROVINCE.

Some time ago it was reported that the farmers of the Juian district had planted thousands of mow with poppy. Very active measures were taken by the officials and these have proved effective in preventing cultivation.

Without exception all the poppy has been destroyed, without loss of life, and without serious opposition. Reuter's Correspondent states that he has personally been over the district, otherwise he would not have thought it possible that such large areas could have been so effectively cleared. Great credit is due to the officials concerned.

Pingyangshien is also free of poppy. Reuter's correspondent has been through Yachingshien and seen none, and Wenchow itself, too, is clear of poppy.

SZECHUAN PROVINCE.

Opium smuggling from Ningyuanfu to the Chongtu and Kiatingfu districts continues persistently. Various methods are employed. For instance, a lady missionary recently captured two barrels of opium containing 44 packages to the value of \$5,000 which was being forwarded under the church seal.

The missionaries last week escorted these barrels to a public street and, in the presence of the officials, saw the packages burned.

It is alleged that the soldiers who are returning to Chengtu from Ningyuanfu are secreting large quantities of opium in their clothes and pockets.

REORGANISATION OF THE SALT ADMINISTRATION.

ADVISERSHIP OFFERED TO SIR RICHARD LANE.

China is actively proceeding with the reorganisation of the Salt Administration.

The Government hopes to secure the services as Adviser to the Salt Inspectorate of Sir Richard Lane, formerly Inspector-General of Excise and Salt in India, who is admittedly one of the highest authorities in the world on salt administration.

The following Co-Managers have already been selected:—

A Japanese, Mr. Tei Nagasuna formerly Japanese Consul-General at Tientsin, where he made an elaborate study of the Changlo Salt Administration. He is a brother of the Chinese Secretary of the Japanese Legation in Peking.

A German, Herr Mohr, has been appointed on the recommendation of the Deutsche-Asiatische Bank. He has made a special study of salt administration in Shanghai, where he will remain.

A Danish subject, Mr. Gimbel, the well-known chemist and engineer, who will probably go to the Liangshan Administration.

An Irishman, Mr. Cooper, a graduate of the School of Economics, London, and latterly a Professor of Peking University. Mr. Cooper is an able accountant and is already attached to the Head Office of the Salt Inspectorate.

An American, Mr. Palmer, a graduate of Cornell University, goes to Newchwang.

A Frenchman has also been appointed, but his name has not yet been disclosed.

FIRE INSURANCE AND THE REVOLUTION.

INSURANCE COMPANY NEED NOT PAY.

Judge F. S. A. Bourne of Shanghai has decided that the New Zealand Insurance Company is not obliged to pay on the policies for Chinese houses behind the German Concession, at Hankow, that were destroyed during the revolution. The Court's judgment was as follows:—

This is a claim on a contract of fire insurance by which the defendant company insured the plaintiff company's houses situated in Han-chong-li in the rear of the German Concession, Hankow, for a sum of Tls. 10,000: it is a test case, having behind it claims for about Tls. 150,000. The fire in question occurred on the evening of 12th October, 1911. The defendant company plead several grounds of defence, the principal being that the loss by fire occurred during or in consequence of civil commotion: as I shall decide the case on that ground I need not deal with the others.

The condition of the policy on which the defendant company relies is as follows:—"The Insurance does not cover loss or damage by fire during (unless it is proved by the insured that the loss or damage was not occasioned thereby), or in consequence of invasion, act of foreign enemy, riot, civil commotion, rebellion, insurrection, military or usurped power or martial law."

Now there is no question that the place of the fire was upon Chinese territory between the Friedrich Strasse on the east and the railway line on the west, on the W.N.W. of the German Concession at Hankow, and that the time at which the fire began was between 7 and 8 p.m. on the 12th October, 1911. Was a state of civil commotion existing at that place and at that time? There can be no sort of doubt that there was. The revolution had broken out in Wuchang on the opposite side of the River on 10th October, on which day the Viceroy fled; in the early morning of the 11th the German volunteers were called out for the protection of the German Concession, which was on the opposite side of the Friedrich Strasse from the Han-chong-li; on the afternoon of the 12th October the Chinese police officers had bolted, and the Chinese civil arm was in abeyance. Between 6.7 p.m. before the fire, there was a dense crowd of bad characters in the Friedrich Strasse who were breaking into the shops with bamboos and carrying poles looting all property they could lay their hands on. Rebellion against the Manchu Emperor had begun, the rule of law was at an end, life and property were in the hands of the mob: a condition which more than satisfies Lord Mansfield's definition of civil commotion in *Langdale v. Mason*. I am convinced by the evidence of Capt. Supt. Grapow and of the many German volunteers who testified that this state of civil commotion was existing before and when this fire broke out.

That being so, condition 5 of the policy noted above throws on the plaintiff the burden of showing that the fire in question arose independently of the civil commotion and was not occasioned thereby. The plaintiff's case is that the fire originated at a tailor's shop. Now at account does the tailor himself give of this fire? "Tung Ching-sheng sworn: I lived at No. 16 Han-chong-li. Q. What do you remember of the fire? A. I was taking rolls of satin from the case and by accident a roll of satin fell on the table and upset the lamp and the lamp fell and broke. Then the fire caught the clothing." We are asked to believe that when all his workmen were out, when storming and looting of shops was going on all round him, this man with the help of an apprentice and a cook was engaged in the very inopportune work of taking satin from a case, thus accumulating the ineffable calm of that Charlotte, who, "when she saw her lover," "Borne before her on a shutter." "Like a well-conducted person." "Went on cutting bread and butter."

Common sense requires that the independent origin of the fire should be clearly shown by trustworthy evidence in order that the probability that the fire was occasioned by the rioters should be overcome. Not only is the plaintiff's account of the cause of the fire improbable, but their evidence generally is untrustworthy. Their Chinese witnesses all agree that they saw no commotion, no police, no volunteers and no crowd, at the very time that it is proved beyond doubt by Capt. Supt. Grapow and by many German volunteers, whose evidence was given in a straightforward way that compelled belief, that the crowd of looters in the Friedrich Strasse was so bad at about 7 that Capt. Grapow expected to be cut off and had to go back for reinforcements and that at about 8 the street in question had to be cleared by a bayonet charge by the company in force.

Again the Chinese say the wind was blowing from the river, so that it would have carried the fire from No. 16, the tailor's shop, back into Han-chong-li; whereas it is proved by the Customs observations that the wind at 6 p.m. on the 12th was blowing from the north-west, force 1, exactly in the contrary direction—a direction which would have caused the flames to extend over the Friedrich Strasse, as deposed to by the German volunteers, who had all they could do to stand their ground and keep the flames back from Messrs. Arnhold, Karberg & Co.'s Godown on the other side of that street.

I should notice that one of the German volunteers who gave evidence, Karl Rieffing, said that he saw three fires in Han-chong-li at the same time, one on the Friedrich Strasse, one towards the railway, that is, on the west side, and one towards the race course, that is, on the north. The insured houses were situated towards the north-west of the Han-chong-li block, and, looking to the direction of the wind, they were more likely to have been caught by either of the two latter fires than by the fire at the tailor's shop on the Friedrich Strasse.

For the above reasons I think that the plaintiffs have failed to discharge the burden which is upon them of showing that the fire was not occasioned by civil commotion: and, I give judgment for the defendant company with costs on the special scale.

CHINESE EMBROIDERY.

INTERESTING LECTURE.

A large and representative audience assembled last week at the hall of the Royal Asiatic Society, Shanghai, to listen to a paper on Chinese Embroidery and other art textile work by Dr. Stanley. Sir Everard Fraser (President) was in the chair and briefly introduced Dr. Stanley.

After regretting the absence of an art collection in the Museum, which was due to the fact that the community was rather a transient one, and therefore such art treasures as were acquired were taken home, Dr. Stanley said that as Curator of the Museum he had felt it desirable to have occasional lectures on matters connected with Chinese art. Continuing, he pointed out that the colour of Chinese embroidery was its chief charm. In actual manipulation of stitches they have the facility of an spider. The art of needlework is nearly as old as that of weaving, and it is due to the impermanence of the materials that embroideries even more ancient than the old bronzes do not now exist. Sericulture originated in China some 4,000 years ago, and it is reasonable to conclude that embroidery also originated in China. Some of the earliest embroideries still existing were discovered in the Cave Temple of the Thousand Buddhas at Tun-Huang and date back prior to the 10th century, that is, the Tang dynasty. It must be remembered, when dealing with any department of Chinese art, that China was mature before any of the present European nations existed. Many influences inspired textile ornament, amongst which were Buddhism, and the ceremonies of the court.

The consummation of the art of textile work came in the reign of Chien Lung, A.D. 1736 to 1795, but during recent years the decadence has been most marked, as the country has been flooded with factory-made goods. The "Canton embroidery," which is synonymous with vulgarity, is made to suit a "foreign taste," and for the special delectation of the globe-trotter. This has practically no artistic merit and is a product of crude commercialism. Art textile work, so far as China is concerned, has sung its swan song and it will probably be many years before it makes its reappearance. The craft of the needle is the most domestic and delicate of all arts and the origin of embroidery lies in the inherent tendency to beautify the home.

LOOT IN THE RUSSO-JAPANESE WAR.

"THE VANITY OF PAPER VALUES."

During the war, large quantities of Russian stamps fell into Japanese hands in the way of capture. Those of which the authorities had cognisance amounted to 1,702,000 roubles in face value, comprising over 1,510,000 roubles in stamps for official documents, over 150,000 roubles in postage stamps, over 43,000 roubles in savings stamps, and over 810,000 roubles in certificate stamps. Of these, the stamps used for official correspondence between Government offices were of course "of no value to anybody but the owners," but the rest were sold off to whatever buyer made the best offer. The Russian Government, hearing of this distribution of loot promptly cancelled the issue, changed the designs, and prohibited the use of old stamps. The buyers found themselves the possessors of large quantities of stamps which were of only second-rate value in the waste-paper market. The military authorities have now taken them back at the prices originally paid, and have burnt them. This hard lines in these days of retrenchment, remarks the *Japan Chronicle*, but if the lesson in the vanity of paper values is learnt the money will not be altogether wasted.

\$100,000 IN WOMEN'S HATS AND STOCKINGS.

ARREST OF A FAMILY ON A STEAMER.

Charged with being connected with a great international bank swindle, involving upwards of \$200,000, Mr. Antonio Musica, New York hair merchant, was arrested at New Orleans last month with his four sons and two daughters on the eve of their sailing for Honduras. All were lodged in the New Orleans goal to await extradition to New York.

In the pockets of the men and the hats and stockings of the daughters were found upwards of \$100,000 in cash and negotiable paper. The city officials stated to-night that since his arrest Mr. Musica, who was travelling as "Mr. Martinez," has confessed to swindling twenty-five banks in the United States, in London, and in Germany.

The arrest was marked by a dramatic incident. All the prisoners were asleep in their berths and the steamer was about to sail when detectives entered and placed them under arrest. While the men were struggling the two daughters made a futile attempt to throw \$50,000 in currency, concealed in their stockings and picture hats, into the Mississippi River. Several creditors of the Musica concern to-day filed a petition of bankruptcy, and several of the victimised banks declare it their belief that the Musicas were operating with an international gang who acted in collusion to defraud foreign exchange houses in New York, London, Paris, and Rome by means of fraudulent bills of lading and worthless drafts.

As the father and children were being led to goal the father seized a revolver from the pocket of his son Philip and attempted suicide, but was prevented after a struggle with the detectives.

THE MONGOLIAN AND TIBETAN PROBLEM.

BY KANG YU-WEI.

When a great conflagration fanned by a gale is approaching a house it would be a most pitiful sight to see the larks sit snugly in their nests within the hall and the master of the household lie comfortably under the influence of wine and other pleasures, ignorant of what was about to happen to the house. As the writer is also one of the inmates of the house, he cannot tolerate the feeling of having to participate in this certain destruction. Certain corners have already caught fire and time is only needed to witness the destruction of the whole edifice. Mongolia and Tibet are lost, and a general partition of China draws nigh. The civilization of five thousand years is doomed, and the days of our dear country are numbered. Arise, patriots; a timely salvation will avert all coming disasters.

Since the construction of the Siberian Railway the Russians have been setting an eye on our Mongolian territories; and no preparation whatsoever has been made by our Government along the tens of thousands of li of the frontier. Hence the Russians made a demand under 33 articles. Being absorbed in internal contentions our Government has entirely forgotten external aggressions, hence the independence of Mongolia, Tibet and other places were declared one by one. Last summer when it was the most opportune time to despatch a regiment of troops to Urga to bring into subjection the rebel monk, rendering Russian assistance impossible, our Government remained in suicidal passivity. Now after the convention between the Russians and Urga is published, the sluggish begins to arise, but is too late. A careful perusal of the so-called Russo-Urga convention will show that the word "Mongolia" denotes Outer and Inner Mongolia, Three Eastern Provinces and Chinghai. By this master stroke Russia intends to rob from China thousands and thousands of miles of territory together with their multi-millions of souls. She will appoint a Resident in Mongolia. Urga, where the actual rebellion has taken place, is only an insignificant corner, and how can it be made to include the whole above territories? Let us next look at Tibet. Since the outbreak of the Revolution the Tibetan affairs have become more and more complicated. Great Britain has forced us to desist from sending an armed expedition there, and at the same time would not allow our Government to send delegates there. We have no means at present to communicate with Lhasa, and in fact Tibet has already become another Urga, although the secret treaty has not yet been made known to the world. The territories of this country are 4,740,000 square miles, and the inland provinces are only 1,310,000 square miles. If China be deprived of Mongolia and Tibet she would lose at once 3,430,000 square miles, thus losing practically three-fourths of her territories. This loss is unparalleled in both ancient and modern histories of the world. Within these three million square miles there are Kuanlung, Hsiao Tien Shan and Altai mountain ranges, the only places in China where gold veins are abundant. Besides, in Han-hai and So-lung excellent horses and ponies are produced—the natives there call them heavenly horses—which are by no means inferior to those produced in Arabia, and which may serve very well for military purposes. Therefore we cannot afford to sustain such losses.

Availing themselves of the opportunity of our internal trouble the Russians have commandeered our territories and violated our sovereign rights, and there should be nothing left for our Government to decide but to defend our rights against the enemy. We must suppress the internal rebellion. Why should the master of a house be obliged to listen to a stranger who, contending for the ownership of the property, claims that he has bought the house from a rebellious servant? Is there room left for negotiation on such an act of highway robbery? After a few days allowed for the withdrawal of such unhandful treaties it is the duty of the Government to send troops to maintain our sovereign rights. It is most surprising to see our Government knocking all the time at the door of the enemy humbly seeking in vain for negotiations with a dim hope that the aggressor may finally repent and that a compromise may be arrived at. Patriotic sentiments have been wrought up to such a high pitch, promises of men and means have been showered in, and there is no reason why the Government should hesitate any more.

It has been the argument of the Government that as we have been stricken by poverty and weakness, there has been no other way left but by negotiations, and would the negotiations be successful? I believe that unless we part with our territories there will be no hope of success for the negotiations. There is no such thing as preserving sovereign rights when territories are seized by others. Negotiations have already taken place, but no step has been gained. The Russian Minister has become more and more stubborn. He knows full well that at the present juncture China is not in

a position to contend for her rights in Mongolia, and Russia may rob Mongolia with impunity. Formerly when China was not so exhausted Russia sought to obtain Mongolia by secret intrigues, but now without having to fire a shot she can seize thousands of miles of territory by some empty threat. As the weakness of the country under present circumstances offers a rare opportunity, the Alliance with other Powers has prevented diplomatic interference. The Russo-Urga Convention has been published to the world, and it is very plain that there will be no hope of inducing the Russians to withdraw the Convention. It may be that the Russians would finally agree to change the Russo-Urga Convention to a Russo-Chinese Convention, leaving a nominal and shadowy sovereign right to China, while they would seize all the substantial rights in Mongolia. Russia borrowed great sums of money to construct the Siberian Railway, she put forth her whole strength to fight with the Japanese, she lavished her riches upon the Mongolian Princess and it is therefore unlikely that she will abandon her projects there. After acquiring what she wants she will no doubt bring her pressure to bear upon this side of the Great Wall. At present though she is still in the North of Mongolia we can feel her influence, but how much more would we feel it when she should become our immediate neighbour. Having Mongolia as her military base of operations she would sooner or later pounce down upon us, and we can almost foresee that the regions north of the Yellow River are robbed from us, and then north of the Yangtze River, etc. The taking of Mongolia is so easy a task and it enables her to secure more advantages in future. Therefore it would not require a prophet to see that Russia would remain firm in her aggressive policy.

Our Government has been befuddled by the Russians. It has acceded with a certain arrangement both countries should have recalled their troops from Kobo, etc. But we notice that while we have evacuated Kobo and other places the Russians have secretly increased their troops in Kobo, Tao-nan and other places. It is a grievous mistake to adopt such a step.—*Peking Daily News*.

COLLISION AT SHANGHAI.

LOSS OF LIFE.

A collision took place on the river at 4.55 p.m. on Wednesday, the 9th inst., between a Norwegian and two Japanese steamers, which was attended with loss of life. The Norwegian str. *Chingtufo*, 1,458 tons, Captain Sorlusen, engaged in inland navigation, was bound down river from the Nantao Bund, and when off the mouth of the Soochow Creek, close to the Shanghai side, she got in the "chow chow" water, and, sheering over, she collided with the N.Y.K. steamer *Tachi Maru*, Captain Sakamoto, loading for Hankow, and the N.Y.K. Japanese liner *Omi Maru*, Captain Terada. After hitting the pontoon with her bows, the *Chingtufo* struck the *Tachi Maru* on the stern quarter inflicting some damage round the stern as well as damaging the upper works of the river steamer, the railings, etc., being torn adrift. The masts of the *Tachi Maru* were loosened by the shock of the collision and she was forced ahead and she brought up against the stern of the *Omi Maru*, which sustained some damage. As soon as the collision occurred the tug boat *Fukite* proceeded to the scene and towed the *Chingtufo* to a safe position, and as soon as it was ascertained that she had not sustained any serious damage she proceeded on her voyage. Later it was learned that when the collision between the Norwegian vessel and the pontoon took place a number of Chinese passengers were embarking on-board the *Tachi Maru*, and the force of the shock was so great that three passengers fell from the pontoon into the river and were carried away by the current. The *Tachi Maru* left on her usual voyage up river last night and the *Omi Maru* will sail on Saturday.—*Shanghai Mercury*.

LORD C. BERESFORD AND SIR PERCY SCOTT.

MR. CHURCHILL WILL NOT REOPEN OLD QUARREL.

In the House of Commons last month Major Archer Shee (C. Central Finsbury) asked the First Lord whether his attention had been drawn to a letter recently published which was written by Vice-Admiral Sir Percy Scott on January 13th, 1908, while commanding the First Cruiser Squadron, under the higher command of Lord Charles Beresford, in which Sir Percy Scott asked the editor of a periodical to send him 200 copies of the paper in which an article appeared attacking the Admiral, and whether he was aware that copies of this journal were sent to every officer and every ship in the Fleet.

Mr. Churchill said he had seen the article referred to. He did not think it would be in the interests of the public service to reopen a controversy of five years ago, and he did not propose to delay Sir Percy Scott's return from the Navy until the matter was investigated.

Lord C. Beresford (C. Portsmouth) later said he had had nothing to do in any way with the question on the paper. About eight months ago the editor of the paper handed him the original letter, and he (Lord Charles) returned it, saying that he could take no action with regard to the matter and was content to leave his reputation in the hands of his brother officers and those who had served with him. That was his attitude then, and it had remained so ever since. (Cheers.)

ST. GEORGE'S DAY IN LONDON.

CELEBRATION SERVICE TO BE HELD AT ST. PAUL'S.

The King has been pleased to approve of a service being held in the Chapel of the Order of St. Michael and George, St. Paul's Cathedral, on Wednesday, April 23rd, in celebration of St. George's day. The chapel itself will be reserved for members of the Order, and seats immediately adjacent will be provided for those members who may not find seats in the chapel, and for ladies.

INTIMATIONS

JOHNSTONE'S M.P.



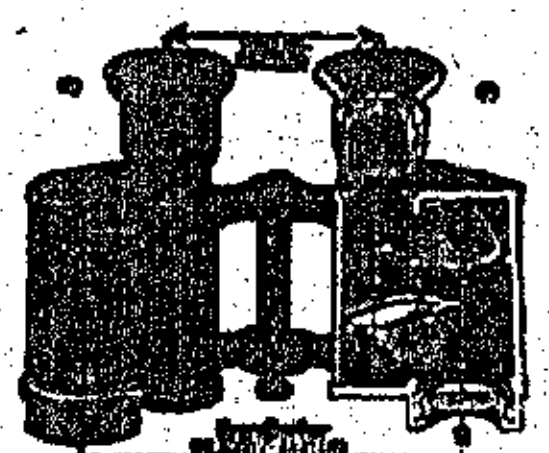
A Really Recherché Whisky. The best that quality of ingredients and age combined with experience and skill can produce.

OBTAINABLE EVERYWHERE.

H. RUTTONJEE & SON,

Wine and Spirit Merchants.

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AT HOME PRICES:

16 Power	£10.10.0
12 " (new model)	£10.10.0
12 "	£9.5.0
8 "	£8.10.0
6 " (large field)	£7.10.0
6 "	£6.0.0
6 " (small model)	£5.18.0
3 "	£5.8.0

To be Obtained from

Chs. J. Gaupp & Co.,

ALEXANDRA BUILDINGS,

CHATER ROAD.

41

OUR STUDY OF THE EYE



and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses.

Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

MAKE CERTAIN WE WILL TELL YOU.

CLARK & CO. SCIENTIFIC OPTICIANS 200A BLOCS CHATER RD HONGKONG

48

PERTUSSIN.

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, ETC., which has been recognized unqualified by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.



TO BE HAD AT EVERY CHEMIST.

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S. J. BETINES & CO. TIENTSIN AND PEKING.

VOELKEL & SCHROEDER, LTD. SHANGHAI.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to DAILY PRESS only, special business matter to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 59. Telephone No. 18.
Telegraphic Address: PARES.
Codes: A.B.C. 4th Ed., Lieber's.

NEW ADVERTISEMENTS

WANTED.

LADY TYPIST for BANGKOK. Knowledge of German required. Salary Trials 200 per month, free furnished House. Apply to—
Care of "Daily Press" Office.
Hongkong, 16th April, 1913. [577]

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO VIA JAPAN PORTS AND MANILA.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and take immediate delivery of Cargo from the Company's Godown. Cargo will be loaded immediately at Consignees' risk and expense.

Cargo remaining undelivered Wednesday, 16th April, at 5 p.m. will be landed at Consignees' risk and expense.

Cargo remaining undelivered Monday, 21st April, at 5 p.m. will, in addition to landing charge, be subject to storage charge.

No Fire Insurance whatever will be effected. All cargo and otherwise damaged Cargo will be examined at the above Company's Godown Saturday, 19th April, at 10 a.m.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 15th May, otherwise they will not be recognized.

WANTED.

A Position for a JUNIOR REPORTER will be vacant on a Leading Morning Newspaper in China at the end of October. Agreement and Good Salary to Competent Man. Apply with Copies of Testimonials to—
Box 1234,
Care of "Daily Press" Office.
Hongkong, 15th April, 1913. [575]

WANTED.

AN ENERGETIC and Hard-Working CHINESE BROKER for INDENT BUSINESS in a well-known Firm. Liberal Brokerage.
Apply—
Care of "Daily Press" Office.
Hongkong, 15th April, 1913. [576]

WANTED.

IMMEDIATELY—an EXPERIENCED STENOGRAPHER and TYPIST. Male or Female.
Apply to—
Care of "Daily Press" Office.
Hongkong, 11th April, 1913. [563]

WANTED.

OPENING FOR BRITISH YOUTH to commence in General Business Firm. Apply by letter, stating age, education, etc., to—
Care of "Daily Press" Office.
Hongkong, 10th April, 1913. [560]

TO ALL WHOM IT MAY CONCERN.

THE Business of the late R. H. MAHOMED, hitherto carried on at No. 18, D'Almeida Street (ground floor), has been purchased by the undersigned, and will be carried on in future under the style of N. J. MOROJIT & Co.

All outstanding debts due by the old firm prior to the 4th day of April, 1913, will be settled by the Vendor and are no concern of the undersigned.

N. J. MOROJIT.
Dated the 12th day of April, 1913. [558]

FOR SALE.

ANTIQUARIAN CHINESE CURIOS AND EMBROIDERIES, the Valuable Collection of a Private Collector, comprising Chinese Porcelain of the MING and TOWING DYNASTIES.

Coloured and Blue and White Vases, Plates, Bowls and Figures; Old Bronzes, Jade Ornaments, Embroidered Mandarin Coats, and hanging Wall Pictures.

Such a Valuable Collection has seldom been in any part of the World.

Purchasers are respectfully requested to call at

FUJII & Co.,
55, QUEEN'S ROAD CENTRAL,
First Floor.

From 10 A.M. till 12 Noon and 2 P.M. till 5 P.M.
Hongkong, 12th March, 1913. [468]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled, and specially low rates quoted for large quantities.

PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTIETH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, TO-DAY (WEDNESDAY), the 16th APRIL, 1913, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1912, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from the 6th to the 16th April, 1913, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
Secretary.
Hongkong, 1st April, 1913. [524]

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-SEVENTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, TO-DAY (WEDNESDAY), the 16th APRIL, 1913, at 12.15 p.m., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1912, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 16th April, 1913, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
Secretary.
Hongkong, 1st April, 1913. [525]

THE YANGTZE INSURANCE ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-THIRD ORDINARY GENERAL MEETING of the above Association will be held at the Head Office, No. 25, The Bund, Shanghai, on MONDAY, the 21st APRIL, 1913, at 11.30 o'clock a.m., for the purpose of receiving the Report of the Directors and the Accounts to the 31st December, 1912, the election of Directors and Auditors for the current year, and for the purpose of transacting any other business which may be brought up at the Meeting.

The TRANSFER BOOKS of the Association will be CLOSED from the 15th to the 21st April, 1913, both days inclusive.

Members holding proxies for absent Shareholders must deposit same with the Secretary for registration at least forty-eight hours before the Meeting.

By Order of the Board of Directors,
W. S. JACKSON,
Secretary.
Hongkong, 12th April, 1913. [567]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held on SATURDAY, the 19th APRIL, 1913, at 12.30 p.m., at the Offices of the HONGKONG JOCKEY CLUB, on the Ground Floor of the HONGKONG CLUB ANNEX, Chester Road.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 5th April, 1913. [541]

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "Magnificent Climate." Preparation by Experienced and Qualified Teachers for Entrance to Schools in England, or for Commercial Life in the East. New School-House by the sea. Recreations—Sea Bathing, Boating, Cricket, Football, etc. For terms apply to the Headmaster,
HERBERT L. BEER, I.C.P.

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REPORTING of any Description Under-taken by Competent and Reliable Note-Takers.

Correspondence and Tabulated Work turned out with Accuracy and despatch.

Contracts arranged. Secretarial duties undertaken.

H. E. VICTOR,
Manager,
10, Queen's Road Central,
(First Floor).

Telephone No. 650.

Hongkong, 3rd March, 1913. [397]

CHEESE

WE beg to inform our Customers that we have received a New Shipment of our well-known CANADIAN STILTON CHEESE.

THE DAIRY FARM CO., LTD.

38

INTIMATIONS

LANE, CRAWFORD & Co.

TELEPHONE 97.

HARDWARE DEPT.

FULL STOCK OF COOKING UTENSILS IN ALUMINIUM, ENAMELLED STEEL, ETC.

THE "WHITE MOUNTAIN"

ICE CREAM FREEZERS

STOCKED

IN

10 SIZES.

1 QUART

TO

12 QUARTS.



TRIPLE

MOTION.

MAKES

DELICIOUS ICE CREAM

IN THREE MINUTES.

TEAKWOOD ICE CHESTS

CONSTRUCTED AND PACKED UNDER OUR PERSONAL SUPERVISION.

THE ONLY ICE CHESTS GIVING

COMPLETE SATISFACTION FOR USE IN THIS CLIMATE.

BERKEFELD FILTERS

IN ALL SIZES.

ICE BLANKETS. ICE SHAVES. ETC.

LANE, CRAWFORD & Co.

[46]

PEEK, FREAN & CO.'S CELEBRATED BISCUITS.

FRESH CONSIGNMENTS JUST ARRIVED

PER S.S. "NARRUNG."

STOCKED BY

WING ON CO.

KWONG HIP SHING.

KWONG WAH.

AND OTHER LEADING COMPRADOTES.

ASK FOR

PAT-A-CAKE.

SHORT CAKE.

TEDDY BEAR.

LEMON PUFF CREAM.

CLOTTED CREAM.

REPRESENTATIVES FOR HONGKONG AND SOUTHERN CHINA.

MACWEN, FRICKEL & Co.,

[392-2]

ENTERTAINMENT

BIJOU

9.15 P.M.—PROGRAMME—9.15 P.M.

NEW FEATURE

THE FIRST AMERICAN BIOSCOPE

("A B")

SENSATIONAL PICTURE

Screened in Hongkong.

THE SQUAW'S LOVE

THE SQUAW'S LOVE

THE SQUAW'S LOVE

Hereafter Another

("A B")

EVERY CHANGE OF PROGRAMME.

Hongkong, 16th April, 1913. [61]

GRACA & Co.

PEPPER ST. (Hongkong Hotel Building)

Dealers in

POSTAGE STAMPS, PICTORIAL

POST CARDS, CIGARS, BOOKS,

TOYS, &c.

Just Received

FRESH SUPPLY OF

VEGETABLE SEEDS.

[539]

BANK

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

INTEREST on deposits is allowed on the Minimum Monthly Balances at $\frac{3}{4}$ per cent per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager
Hongkong, 1st July, 1911. [19]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000

RESERVE FUNDS—

STRENGTH ... \$15,000,000

SILVER ... \$17,200,000

RESERVE LIABILITY OF PROP'ORS \$15,000,000

COURT OF DIRECTORS.

Hon. Mr. C. H. ROSS—Chairman.

S. H. DODWELL, Esq.—Deputy Chairman.

G. ERIKLAND, Esq. W. L. PATTERSON, Esq.

C. S. GUBLEY, Esq. J. A. PLUMMER, Esq.

P. H. HOLYOAK, Esq. Hon. Mr. E. SHALLIM.

G. R. LEARSON, Esq. H. A. SIEBA, Esq.

F. LIEB, Esq.

CHIEF MANAGERS:

Hongkong—N. J. STABB.

MANAGERS:

Shanghai—A. G. STEPHENS.

LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent per annum on the Daily Balance.

On Fixed Deposits.

For 3 months, 2½ per cent per annum.

For 6 months, 3½ per cent per annum.

For 12 months, 4 per cent per annum.

N. J. STABB,
Chief Manager.
Hongkong, 10th April, 1913. [18]

THE SPECIE BANK LIMITED.

AUTHORIZED CAPITAL ... Yen 48,000,000

PAID-UP CAPITAL ... Yen 30,000,000

RESERVE FUND ... Yen 18,000,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at:

Aomori-Hankow

Calcutta

Canton

Changhai

Daikoku (Dairen)

Fengtien (Mukden)

Hankow

Harbin

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London

Lyons

Nagasaki

Osaka

Shanghai

Swatow

Tientsin

Yokohama

HONGKONG OFFICE:

3, DES VOUX ROAD.

Interest allowed on Current Accounts.

Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.

Hongkong, 1st May, 1911. [1279]

NEDERLANDSCH-INDISCHE HANDELSBANK (Netherlands India Commercial Bank).

ESTABLISHED 1863.

Authorized Capital FL 15,000,000 (\$1,250,000)

Paid up Capital FL 14,905,350 (\$1,242,112)

Reserve Fund FL 5,022,161.27 (\$418,513)

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

LONDON BANKERS:

THE WILLIAMS & DOUGLASS BANK.

SWISS BANK CORPORATION.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money on Current Account at the rate of 2 per cent per annum on Daily Balances. Rates on Fixed Deposit can be ascertained on application.

E. J. H. VAN DELDEN, Acting Manager.

No. 8, Des Vaux Road Central.

Hongkong, 5th February, 1913. [21]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... \$1,500,000

SUBSCRIBED ... 1,125,000

PAID UP ... 550,000

RESERVE FUND ... 415,000

HEAD OFFICE:

40, Threadneedle Street, LONDON, E.C.

BRANCHES:

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Messrs. JARDINE, MATHESON & Co., Ltd.

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LONDON JOINT STOCK BANK, Ltd.

Every description of Banking and Exchange business transacted. Stocks, and Shares bought and sold on account of Customers. Letters of Credit granted on Agents and Correspondents all over the world.

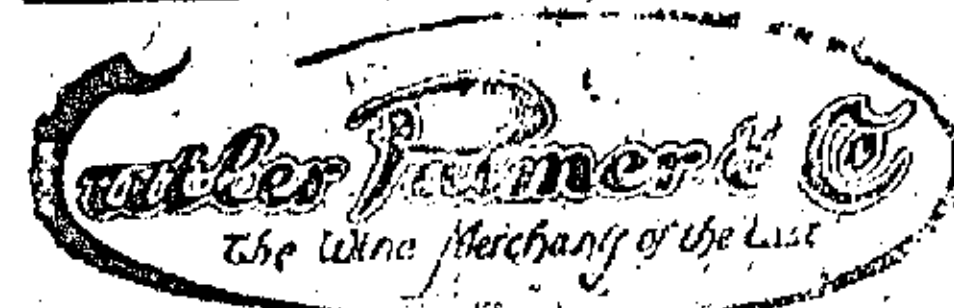
INTEREST allowed on Current Accounts at 2 per cent per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD,
Manager.
Hongkong, 18th March, 1913. [909]

TO LET

TO LET.

ON 2ND FLOOR, No. 2, PRINCE STREET, ONE-ROOMED OFFICE. Apply Property Office, JARDINE, MATHESON & Co., Ltd. Hongkong, 23rd May, 1912. [66]



NAPIER
JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.

BEWARE OF
IMITATIONS.

SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

JUST ARRIVED.

AMERICA'S LEADING
W.B. CORSET,
GREAT DEMAND FOR LONG WAIST
ERECT FORM AND UNIFORM.

HOOSAIN-ALI & Co.,
14, Queen's Road Central
Corner of Zetland Street.
Hongkong, 14th April 1913.

EVERY BEETLE
EVERY BUG
is killed
once "Keating's" comes
into thorough contact
with it.
Sold in Tins only.
The unrivalled way to
kill beetles, bugs and all
household insects is to
Use
**KEATING'S
POWDER**

Use
**KEATING'S
POWDER**

APIOLINE
(CHAPOTEAU)



For functional troubles, delay, pain
and those irregularities peculiar to
the sex.
Prescribed by the highest French
Medical authorities and superior to
T. assay, steel Drops and Penny royal.
CHAPOTEAU, 8, rue Vivienne, Paris.
Sold by a Chemist.

THE NEW FRENCH REMEDY.
THERAPION No. 1
CURES CHRONIC NEURALGIA, RHEUMATISM, MIGRAINE,
GOUT, SCIATICA, BRUISES, FROST-BITE, LACERATIONS,
SUN-BURNS, SCALDS, PRICKS, INSECT BITES, AND ALL
SKIN AFFECTIONS. PRICE IN ENGLAND, 2/6
GOLD STAMP ADDRESS: LANE CRAWFORD & CO.,
14, QUEEN'S ROAD CENTRAL, HONGKONG.
THERAPION No. 2
CURES CHRONIC NEURALGIA, RHEUMATISM, MIGRAINE,
GOUT, SCIATICA, BRUISES, FROST-BITE, LACERATIONS,
SUN-BURNS, SCALDS, PRICKS, INSECT BITES, AND ALL
SKIN AFFECTIONS. PRICE IN ENGLAND, 2/6
GOLD STAMP ADDRESS: LANE CRAWFORD & CO.,
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THERAPION No. 3
CURES CHRONIC NEURALGIA, RHEUMATISM, MIGRAINE,
GOUT, SCIATICA, BRUISES, FROST-BITE, LACERATIONS,
SUN-BURNS, SCALDS, PRICKS, INSECT BITES, AND ALL
SKIN AFFECTIONS. PRICE IN ENGLAND, 2/6
GOLD STAMP ADDRESS: LANE CRAWFORD & CO.,
14, QUEEN'S ROAD CENTRAL, HONGKONG.

NOW ON SALE
AT THE
**HONGKONG DAILY PRESS
OFFICE.**

NEW AND UP-TO-DATE
PLANS OF THE SI-KIANG
OR
WEST RIVER.
PRICE ONE DOLLAR.

Giving all the Important Towns on route
from CANTON to WUCHOW.
Hongkong, 5th April, 1913.

AGAINST THE BACKGROUND OF WAR.

"Nogi."

Of all the great personalities which the flood of war threw up in Japan none, perhaps, is, to the Western mind, so typically Japanese as General Nogi. In self-abnegation, in heroism, in exquisite courtesy, and, not least, in the final sacrifice of the life of which his Emperor had no longer any need, Nogi stands out as the perfect type of the old Samurai caste. Therefore, we welcome this appreciation from a Westerner, who had been beside the great warrior at the supreme moments of his career, and had seen the background of war.

To the world at large, and to Japan especially, Nogi has been known and admired as the general who captured Port Arthur and turned the Russian right at Mukden, thereby ending that terrific battle in the rout of Kuropatkin. To the student of military matters Nogi and his deeds constitute a chapter in the science and the art of war. To Japan the man has now become more than a mere national hero; he is already a tradition which promises to live in Japanese history long after the details of his achievements have grown to be vague and indistinct memories in the public mind. And this will happen, not merely because Nogi so nobly died, but because in this single act of devotion was emphasised the habit of mind of a lifetime of self-effacement and of impersonal striving for the realisation of an ideal.

In the siege of Port Arthur the Japanese General Staff made one initial mistake. The capture of Nan-Shan had convinced them that the Japanese bayonets were irresistible, and they forgot how much the Army owed to the gunboats which made the Russian position untenable. Port Arthur was to be carried by the same impetuous rush. This was the plan which Nogi had been ordered to execute, and he prepared to do so, though none can have known better than himself how impossible it was to carry it out.

For nearly a week, both by day and by night, his battalions, regiments and brigades dashed themselves in hopeless effort against the impenetrable fortifications. Machine guns, shrapnel, shell and volleys of rifle-fire swept them down in droves, but again and again they came on and on and on. One battalion was reduced in a day from 1,200 to seventeen effectives and one officer. In their minds the idea of ultimate victory through one method had been implanted at Port Arthur ten years before, and had been strengthened at Nan-Shan a few weeks earlier, and they would not accept the inevitable. In all that hideous week there was neither hesitation nor faltering among men or among officers. No one knows what they lost. Certainly 25,000 fell, and perhaps 40,000. The net result was the occupation at the end of the week of one position, and even that not one which possessed great strategic value.

When the plan was changed, and the great fortress was attacked by sea and mine, one of the main objects of Nogi's strategy was the destruction of the Russian Fleet in the harbour in which the ships could still escape the shells which rained on every other part of it, and the Japanese generals debated long and earnestly how this was to be brought under fire.

When the rest had finished talking, Nogi is said to have remarked quietly, "Gentlemen, there is but one point from which we can look into the refuge of the Russian fleet. That point is from the summit of 203 Metre Hill. From there we can see the fleet with our telescopes, and in two days destroy it. The position is a hard one to carry. It will cost us dearly. But as a point of observation it is worth a division. We have our new Seventh, and we will throw that against this hill." And then in his quiet, impersonal way he outlined the general plan for the assault, and named the day for the undertaking, and without a word his officers went to their respective positions to carry out the details of the preparations which had been entrusted to them.

In that Seventh Division was Nogi's only surviving son, serving as a subaltern, and the capture of the hill cost the Japanese Army a Division, and its commander a broken heart.

Afterwards the fear of Nogi and his veterans lay like a nightmare upon the Russian troops. At Mukden, it was the moral effect of his presence which more than anything else contributed to give victory to the Japanese.

A dozen false rumours heralded in a dozen quarters the fabred approach of this super-demon, and a dozen times the rumours were dispelled as idle gossip. At last the blow fell, and then like wildfire the truth flashed through the entire Russian army that the famous Third Army of the Japanese was already well around their right, and striking at full speed for their line of retreat. And when at last the attack came there was no doubt of where and how Nogi was striking. At the first point of contact on the Russian flank the veterans of Port Arthur, who esteemed fighting in the open as nothing after the grisly heights of the beleaguered fortress, appeared suddenly, and as it seems unknown to the Russians, well in the rear and outside the flank, and in their first assault crumpled up the Russian defence like paper. With shouts, which with characteristic Japanese subtlety they had been taught, in the Russian language, they advanced, screaming between their banners, "We are Nogi's men from Port Arthur!" And from the moment this fear-inspiring cry sounded on the Russian flank the battle was lost. The spirit of hope abandoned spread like fire, and soon the whole retreat of panic, perhaps, but the stubborn retirement of men paralysed with the certainty that victory was impossible.

**WM. POWELL,
LTD.**
TELEPHONE 346.

TAILORS and OUTFITTERS

EVERYTHING FOR GENTLEMEN'S WEAR.

CHOICE
SUMMER
MATERIALS
FIT AND STYLE
GUARANTEED.

now showing
in our
TAILORING
DEPARTMENT.

(All Garments made on the Premises.)

WILLIAM POWELL, LTD.

You know that Bovril possesses
peculiar powers of building up
the body.

Never accept a cheap substitute.

Insist on having

BOVRIL

By Appointment to His Majesty the King.

VICHY
NATURAL MINERAL WATER
FRENCH GOVERNMENT'S Springs
VICHY CELESTINS
in bottles and for Kidney and Kindred troubles, bladder
half bottles | trouble. - Gout. - Gravel. - Arthritis.
VICHY GRANDE-GRILLE For Liver trouble
and Biliaryness.
VICHY HOPITAL For Indigestion.
REFUSE SUBSTITUTES. MENTION NAME OF SPRING REQUIRED
VICHY-ETAT PREPARATIONS
VICHY-ETAT SALT Natural salt from the waters. In tins and bottles.
VICHY-ETAT TABLETS 2 or 3 after meals make digestion easy.
VICHY-ETAT COMPOUNDS to make your own digestive aerated water.

MONTERRAT
Lime-Fruit Juice.
Brings to your lips the juice
of the lime fruit.
It is a drink that is always cooling and refreshing.
The children love it. Order a few bottles to-day.
Large supplies have been lately shipped
from London.
MONTERRAT is sold by all leading Grocers.

Nogi was the most inscrutable of men. Mr. Washburn relates how in the midst of the Manchurian campaign he and another correspondent went to take tea with the General. For three-quarters of an hour small-talk and pleasantries were the order of the day, and for all the concern that Nogi showed the Russians might have been a thousand miles away. Then his face grew thoughtful, and he suddenly volunteered, with a deprecating little smile and gesture half of regret and half of apology, "You must excuse me now, for I am somewhat busy this afternoon, for the Russians under Mischenko are making a raid to cut off our communications." How absolutely typical of the Japanese! To chat idly and without concern for nearly an hour about mere pleasantries, and then, almost as an afterthought, to tell us the only bit of news that six weeks had brought forth during the quiet of the army's doings. We withdrew promptly, needless to say, without being able to elicit any further details as to what was going on. Nogi would answer all our questions with little smiles and bows and polite evasions just as though it were all a slight joke between us. In the unemotional sacrifice of life in war, the cold calculation that such and such a position is worth just so many men, Nogi was the genius of war personified. Yet even in war, so long as it did not conflict with his duty, the man's beautiful private character continually shone out. When the news came that Togo had smashed the Russian fleet there were naturally wild rejoicings in the Japanese lines, and a banquet in celebration of the event was rapidly arranged. Nogi's speech on that occasion displayed a splendid magnanimity worthy of the most glorious days of old.

"It is right that we should drink to our fleet and to our brave sailors and Togo our admiral. Through the celestial virtues of his Imperial Majesty they have won a great victory. But we must always remember that our enemy have had great misfortune for their portion, and as we drink to our victory let us not forget our enemy in the hour of his distress. We must recognise in them worthy foes who have met death in a cause into which they have been unjustly forced. Let us then drink with reverence to our own heroes and with sympathetic respect to our fallen foes."

Mr. Washburn has succeeded in painting a picture which may well inspire men wherever knightly courtesy and knightly courage are valued still. His book is a short one, but it bears the impress of long study of this great hero, and we can give it no higher praise than to say it is worthy of its subject.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA,"

Arrived Hongkong on 9th April, 1913,

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:-

From London, &c., ex s.s. "Malwa."

From Persian Gulf, ex s.s. B. I. S. N.

and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless

instructions are given to the contrary within

6 hours.

Goods not cleared within 8 days including

date of arrival will be subject to rent.

No Fire Insurance will be effected by me

in any case whatever.

Damaged packages must be left in the Go-

downs for examination by the Consignees, and

the Company's Surveyors, Messrs. GODDARD

and DOUGLAS, at 10 A.M. on MONDAYS and

THURSDAYS. All claims must be presented

within ten days of the steamer's arrival here,

after which date they cannot be recognized.

No claims will be admitted after the goods

have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 10th April, 1913.

[1]

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND MOJI.

THE Steamship

"DILWARA"

having arrived from the above Ports, Con-

signees of Cargo are hereby informed that their

Goods will be delivered from alongside.

Cargo impeding the discharge will be landed

at consigned risk and expense into the hazar-

dous and/or extra hazardous Godowns of the

Hongkong and Kowloon Wharf and Godown

Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DAVID SASSOON & Co., Ltd.,

Agents.

Hongkong, 14th April, 1913.

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"BEN" LINE OF STEAMERS.

S.S. "BENVORLICH"

FROM MIDDLESBRO, LONDON AND

STRAITS.

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their

risk into the hazardous and/or extra hazardous

Godowns of the Hongkong and Kowloon Wharf

and Godown Co., Ltd., whence and/or from the

wharves delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 19th inst. will be subject

to rent.

All Claims against the Steamer must be

presented to the Underwriter on or before the

25th inst., or they will not be recognized.

All broken, chafed and damaged Goods are

to be left in the Godowns, where they will be

examined on the 19th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 12th April, 1913.

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NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NARBUNG"

Arrived Hongkong on 14th April, 1913,

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their goods are

being landed and placed at their risk in the

Godowns of the Hongkong and Kowloon Wharf

and Godown Company's Godowns at Kowloon, where each

Consignment will be sorted out Mark by Mark

and delivery can be obtained as the Goods are

landed.

Optional Goods will be landed here unless

instructions are given to the contrary within

6 hours.

Goods not cleared within 8 days including

date of arrival will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

Damaged packages must be left in the Go-

downs for examination by the Consignees

and the Company's Surveyors, Messrs. GODDARD

and DOUGLAS, at 10 A.M. on MONDAYS and

THURSDAYS. All claims must be presented

within ten days of the steamer's arrival here,

after which date they cannot be recognized.

No claims will be admitted after the goods

have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 14th April, 1913.

[1]

FROM EUROPE.

THE H.A.L. Steamship

"LIBERIA"

Captain G. Schröder, having arrived, Consignees

of Cargo are hereby informed that their

Goods are being landed and placed at their risk

in the hazardous and/or extra hazardous Go-

downs of the Hongkong and Kowloon Wharf

and Godown Company, Limited, whence

delivery may be obtained against Bills of

Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless

notice to the contrary be given To-DAY.

All Claims must be presented within ten days

of the steamer's arrival here, after which date

they cannot be recognized.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 20th inst. will be subject

to rent.

All broken, chafed, and damaged Goods must

be left in the Godowns, where they will be

examined on the 20th inst., at 9.30 A.M.

No Fire Insurance will be effected by us in

any case whatever.

This Steamer brings on Cargo:

Ex s.s. "Treleborg" from Abus.

Ex s.s. "Germania" from Göteborg.

Ex s.s. "Barnes" from Bordeaux.

HAMBURG-AMERICA LINE,

Hongkong Office.

Hongkong, 14th April, 1913.

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WEATHER REPORT.

On the 15th at 10.45 a.m.—Pressure is now highest over N.E. China. It has increased considerably over Japan, the high having passed into the Pacific. It is inclined to give way along the S.E. coast of China.

A series of shallow depressions has formed from the Philippines to S. Japan. A shallow depression still lies over Indo-China.

Light or variable winds are indicated over the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT FORECAST.
• Hongkong & Neighbourhood
Formosa Channel ... N.E. winds, strong.
South coast of China between [The same as Hongkong and Lamooka] No. 1.
South coast of China between [The same as Hongkong and Hainan] No. 1.
• E. winds, light to moderate; fair.

CHINA COAST METEOROLOGICAL REGISTER.

15TH APRIL, 1913, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind.		Weather.
					Direction.	Force.	
V'ostock	7 a.	29.93	37	51			0 b
Nemuro	6 a.	30.09					
Hakodate	"	30.03					1 0
Kobe	"	30.04					1 0
Kobe	"	29.91			SW	1	1
Yokosaki	"	29.92			NW	1	1
Koshima	"	29.93			NNE	1	1
Oshima	"	29.89					
Naha	"	29.93			NNW	1	1
Ishijima	"	29.88			E	2	1
Bojin Is.	"	30.02			S	1	
Chefoo	"						
Weihaiwei	"	30.20	46	62	N	6	b
Hankow	"						
Kohang	"						
Cikiang	"						
Changsha	"	30 11	49		NE	2	om
Shanghai	"	30 00	49		NE	5	om
Gutai	"						
Sharp Peak	7 a.	30.03	60		NE	1	
Amoy	6 a.	29.98	66	84	ENE	2	o
Swatow	"	29.93	66	95	ENE	2	o
Taihou	5 a.	29.96			N	4	o
Taihou	"	29.93			N	2	
Tainan	"	29.93			N	6	
Koshua	"	29.93			N	4	
Pescadore	"	29.93			N	6	
Santon	9 a.						
Hongkong	6 a.	29.93	71	88	SE	1	o
Gap Look	"	29.93			NE	4	o
Macao	"	29.89	70			1	o
Wuchow	9 a.	30.01	65		N	1	o
Hoihow	"						
Pakhoi	"						
Phaulon	6 a.	29.90	72		ENE	3	o
Kourane	"						
C. St. James	"	29.92	77		SE	2	o
Apurri	"	29.88	75				b
Manila	"	29.89	75				o
Leguppi	"	29.89	75				o
Bacolod	9 a.						
Olito	"						
Cebu	"						
Labuan	"						

BRITISH INDIA S. N. CO., LTD.

A P C A R LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "JAPAN," 5015 tons, Captain C. P. Seddon, will be despatched for MIKE, KOBE and MOJI on 17th April, at 4 p.m.

WESTWARD.

S.S. "DILWARA," 5378 tons, Captain Ramage, R.N.R., will be despatched for SINGAPORE, PENANG and CALCUTTA on 18th April, at 3 p.m.
S.S. "ARRATON APCAR," 4450 tons, Capt. W. Walker, will be despatched on above on 7th May.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to
DAVID SASSOON & CO., LTD.
Agents.
Hongkong, 15th April, 1913.

"THE BIG 4" of the PACIFIC MAIL S.S. CO.

From HONGKONG calling at	COMFORT.
MONGOLIA 27,000 tons, twin screws.	SHANGHAI, NAGASAKI,
MANOHURIA 27,000 tons, twin screws.	KOBE (via Inland Sea),
KOREA 18,000 tons, twin screws.	YOKOHAMA and HONO-
SIBERIA 18,000 tons, twin screws.	LULU (the Paradise of the
NILE ... 11,000 tons.	Pacific) through Service via
ALSO CHINA ... 10,200 tons.	NEW YORK to Europe.
PERSEA ... 9,000 tons.	
	SAFETY.
	SPEED.

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £54 to London (return ticket £90.10s.) and to San Francisco £36. SPECIAL RATES for Officers, Army, Navy, Consular or Civil Service, on application.

Steamers	Tons	Starting	Tuesday
KOREA	18,000	...	TUESDAY, 22nd April, at 1 p.m.
SIBERIA	18,000	...	TUESDAY, 5th May, at 1 p.m.
CHINA	10,200	...	TUESDAY, 13th May, at 3 p.m.
MANCHURIA	27,000	...	TUESDAY, 20th May, at 1 p.m.
NILE	11,000	...	TUESDAY, 3rd June, at 3 p.m.
MONGOLIA	27,000	...	TUESDAY, 10th June, at 1 p.m.
PERSEA	9,000	...	TUESDAY, 1st July, at 3 p.m.
KOREA	18,000	...	TUESDAY, 8th July, at 1 p.m.

Passengers holding through Tickets have the privilege of travelling by Train between Kobe and Yokohama Free of Charge.

HONGKONG-MANILA SERVICE.

From HONGKONG.	Arrive Manila.	Leave Manila.	From MANILA.	Due Hongkong.
13th May ... CHINA	15th May.	3rd May.	CHINA	5th May.
3rd June ... NILE	5th June.	11th May.	MANCHURIA	13th May.
1st July ... PERSEA	3rd July.	21st June.	CHINA	23rd June.
29th July ... CHINA	31st July.	19th July.	CHINA	21st July.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).
FRED J. HALTON, AGENT.
Panama-Pacific International Exposition—San Francisco—1915

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

Port	STEAMER	To SAIL.
SHANGHAI, KOBE AND YOKOHAMA	POLYNESIAN	On 21st Apr., at 7 a.m.
MARSEILLES, VIA PORTS	ERNEST SIMONS	On 22nd Apr., at 1 p.m.

TRANSHIPMENT on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in MARSEILLES.

For further particulars apply to
P. THOMAS, AGENT,
QUEEN'S BUILDING.

THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM
HONGKONG

VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.
CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, ELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.
From HONGKONG: 26th April. Connecting with "ELLERIC" 14th May.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, ELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.
S.S. "DUNEDIN" June.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

HONGKONG. CANTON. MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 16th April, 1913.	8 a.m. "HONAM"	10 p.m. "PATSHAN"
THURSDAY, 17th April, 1913.	8 a.m. "HEUNGSHAN"	10 p.m. "KINSHAN"

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.
HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 20th April, 1913.

The Company's Steamship "SUI AN"
Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANDU." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions (First Floor), opposite the Blake Pier.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUZ and PORT SAID.
S.S. "BOHEMIA," 7900 tons, will leave as above on 13th May, at 5 P.M.
Superior accommodation for 1st, and 2nd Class passengers, no surtax, no tips, no inside Cabins. Doctor, Stewardess, Laundry, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SUZ and PORT SAID.
S.S. "CHINA," 11,300 tons, will leave as above about 1st May.
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.
BY SIMPLON EXPRESS: Via Venice, Milan, Simplon, Lucerne, Paris, Calais or Boulogne, Class 1 £23.15, II £21.15.
BY ST. GOTTHARD EXPRESS: Via Venice, Milan, St. Gotthard, Lucerne, Bale, Leon, Calais or Boulogne, Class 1 £23.15, II £21.15.
BY SEMBRING EXPRESS: Via Vienna, Cologne, Brussels, Ostend, Dover, Calais or Boulogne, Class 1 £23.15, II £21.15.
BY FAUBUS EXPRESS: Via Munich, Cologne, Hook or Flushing, Class 1 £27.15, II £25.15.
TO SHANGHAI.
S.S. "BOHEMIA," 7900 tons, will leave as above on 28th April, at 7 P.M.
FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.
TO KOBE VIA SHANGHAI, YOKOHAMA.
S.S. "PERSIA," 12,500 tons, will leave as above about 5th May.
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., Agents,
Hongkong, 15th April, 1913.
Princes' Building.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
DESTINATION STEAMERS TONS DATE OF SAILINGS.
SHANGHAI, YOKOHAMA, KOBE and MOJI ... "PEKING" ... 6,500 ... On 19th April.
For Freight and Further Particulars, apply to
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.
371

SAN FRANCISCO SCENIC ROUTE



TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.
S.S. TENYO MARU ... 22,000 tons.
S.S. CHYO MARU ... 22,000 tons.
S.S. SHINYO MARU ... 22,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE).
HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra. Daily bath, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.
Through Standard Sleepers.
Through Tourists' Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depot.
New lands, cities and scenes—hundred of miles through the gorgeous scenery of the Sierras—Feather River Canyon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
75, MAIN STREET, YOKOHAMA,
AND KING'S BUILDING, HONGKONG.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUZ and PORT SAID	IYO MARU Capt. Hirase	12,500	{ WEDNESDAY, 23rd April, at D'light.
	HIRANO MARU Capt. H. Fraser	16,000	{ WEDNESDAY, 7th May, at Daylight.
VICTORIA, B.C., and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	YOKOHAMA MARU Capt. S. Wada	12,500	{ TUESDAY, 2nd April, at Noon.
	SANUKI MARU Capt. Richards	12,500	{ SATURDAY, 17th May, from Kobe.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	INABA MARU Capt. Tomioka	12,500	{ WEDNESDAY, 7th May, at Noon.
	NIKKO MARU Capt. Yagi	9,600	{ WEDNESDAY, 4th June, at Noon.
CALCUTTA VIA SINGAPORE, PENANG & RANGOON	HAKATA MARU Capt. H. Nomura	12,500	{ SATURDAY, 19th April.
BOMBAY VIA SINGAPORE, and COLOMBO	KAWACHI MARU Capt. Christiansen	12,500	{ MONDAY, 28th April.
KOBE and YOKOHAMA	KAMO MARU Capt. Sommar	16,000	{ THURSDAY, 24th April, at 11 a.m.
SHANGHAI, MOJI, KOBE and YOKOHAMA	KIRIN MARU Capt. M. Deguchi	6,500	{ MONDAY, 28th April.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU Capt. M. Winkler	9,600	{ WEDNESDAY, 7th May, at Noon.
SHANGHAI, MOJI and KOBE	SHINYO MARU Capt. Ohkuma	12,500	{ TUESDAY, 29th April.

§ Fitted with a New System of Wireless Telegraphy.

! Cargo only

REDUCED RATES OF PASSAGE.

HONGKONG to PACIFIC COAST points...	1st Class	£25
	2nd Class	£17
" " LONDON via NEW YORK ...	1st Class	£55
	2nd Class	£40
" " " via MONTREAL ...	1st Class	£54
	2nd Class	£37
Round-the-World, 1st Class throughout, via NEW YORK ...		£100
" " " via MONTREAL ...		£102

N.B.—While the rates are reduced, the excellence of the service in all respects will be maintained as heretofore.

For Further Information as to Freight, Failing, &c., apply to—

T. KUSUMOTO, MANAGER.

Telephone Nos. 292 and 1241.

11-12-13

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS
"HOMEWARD" PASSENGER SEASON 1913.

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
Steamer	Noon, SATURDAY	Steamer	SATURDAY	FRIDAY
DEVANHA	April 26	MACEDONIA	May 24	May 30
CHINA	May 10	MALWA	June 7	June 13
		SUNDAY	June 22	June 28
DELTA	May 24	MOULTAN	July 6	July 12
AGAYE	June 7	MORRA	July 20	July 26
ABADIA	June 21	MARMORA	Aug. 3	Aug. 9
DEVANHA	July 5	MEDINA	Aug. 17	Aug. 23
CHINA	July 19	MOLDAVIA		

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:
1st SALOON £71.10 SINGLE. £106.14 RETURN.
2nd " £48.8 " £72.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG About	Due MARSEILLES About	Due LONDON About
NYANZA	April 16	May 18	May 23
NORE	April 30	June 3	June 13
NILE	May 14	June 17	June 27
PALAWAN	May 28	July 2	July 12
SUMATRA	June 11	July 16	July 26
NUBIA	June 25	July 31	Aug. 10
SUNDA	July 9	Aug. 14	Aug. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:
1st SALOON £55.0 SINGLE. £82.10 RETURN.
2nd " £38.10 " £57.4 "

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STREAMERS	TO SAIL	REMARKS
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	NYANZA Capt. H. N. Rivers, R.N.R.	10 A.M. 16th April	Freight and Passage.
SHANGHAI, MOJI, KOBE, PALAWAN AND YOKOHAMA	Capt. C. R. Longden, R.N.R.	About 21st April	Freight and Passage.
SHANGHAI	CHINA Capt. C. H. S. Toque, R.N.R.	About 24th April	Freight and Passage.
LONDON VIA USUAL PORTS DEVAHA	Capt. W. R. Hickey	Noon 26th April	See Special of Call.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to
E. A. HEWETT,
Superintendent.
Hongkong, 15th April, 1913.

CHINA NAVIGATION CO., LD.

FOR	STREAMERS	TO SAIL	REMARKS
HOIHOW & HAITONG	"SUNGKANG"	On 17th Apr. 8 Light.	
TSINGTAU, WEIHAIWEI, CHEEPOO & NEWCHANG	"KIUKANG"	On 17th Apr. Noon.	
SHANGHAI	"ANHUI"	On 17th Apr. 4 P.M.	
TIENTSIN	"KUEICHOW"	On 19th Apr. Noon.	
SHANGHAI	"CHENAN"	On 19th Apr. Noon.	
MANILA, CEBU and ILOILO	"TEAN"	On 22nd Apr. 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft; Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA," and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—
HONGKONG, 16th April, 1913. TELEPHONE 36. AGENTS [7]

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	On 2nd May.	On 30th Apr. 11 A.M.
EMPIRE	On 30th May.	On 24th May 11 A.M.
ST. ALBANS	On 30th May.	On 21st June 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Linens have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

HAMBURG-AMERIKA LINIE.

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE & YOKOHAMA: S.S. ALESIA ... 27th Apr. S.S. SEGOVIA ... 8th May. S.S. FURST BUELOW 19th May. S.S. BIRKENFELS ... 24th May. S.S. SAKONIA ... 24th May. S.S. PREUSSEN ... 24th June.	FOR MARSEILLES & HAMBURG: S.S. SPEZIA ... 18th Apr. FOR HAVRE & HAMBURG: S.S. SCANDIA ... 18th Apr. FOR ROTTERDAM, BREMEN, HAMBURG & ANTWERP: S.S. SACHSEN ... 19th Apr. FOR HAVRE, HAMBURG & ANTWERP: S.S. SENEGAMBIA ... 25th Apr. FOR HAVRE, BREMEN & HAMBURG: S.S. LIBERIA ... 16th May. FOR ROTTERDAM, HAMBURG & ANTWERP: S.S. BAYERN ... 20th May.

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong Office.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. J. W. Evans	FRIDAY, 18th April, at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 22nd April, at 11 A.M.
"HAITAN"	Capt. J. S. Roach	FRIDAY, 25th April, at 11 A.M.

For Freight and Passage, apply to—
DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.
Hongkong, 16th April, 1913.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU	H. S. Smith	TUESDAY, 29th April, Noon.
SHINYO MARU	W. W. Greene	TUESDAY, 27th May, at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 17th June, at Noon.
TENYO MARU	E. Best	TUESDAY, 24th June, at Noon.

Operating the THREE TRIPLE SCREW TURBINE Steamers

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU" INTERMEDIATE STEAMER.
Speed 18 KNOTS, Displacement 11,000 TONS.

STEAMER	CAPTAIN	DATE OF SAILING.
SHINYO MARU	H. S. Smith	TUESDAY, 29th April, Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 27th May, at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 17th June, at Noon.
TENYO MARU	E. Best	TUESDAY, 24th June, at Noon.

THE S.S. "SHINYO MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA AND HONOLULU on TUESDAY, the 29th April, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

STEAMER	TONS	DATE OF SAILING.
HONGKONG MARU	11,000	WED'DAY, 4th June, at Noon.
KIYO MARU	17,200	TUESDAY, 5th Aug., at Noon.
BUYO MARU	10,530	SATURDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to
S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

TRANS-PACIFIC LINE.

Connecting at TACOMA and SEATTLE with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

STEAMER	CAPTAIN	DATE OF SAILING.
"SEATTLE MARU"	T. Saito	TUESDAY, 2nd April, at 2 P.M.
"MEXICO MARU"	N. Kobayashi	WED'DAY, 30th April, at 2 P.M.
"CHICAGO MARU"	S. Nemoto	SATURDAY, 17th May, at 2 P.M.
"CANADA MARU"	K. Hori	WED'DAY, 28th May, at 2 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 13th June, at 2 P.M.
"PANAMA MARU"	J. Kanoo	WED'DAY, 25th June, at 2 P.M.

Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, and YOKOHAMA.

Calling at MOJI, KOBE, YOKKAICHI, and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PENANG & COLOMBO.

STEAMER	CAPTAIN	DATE OF SAILING.
"INDO MARU"	K. Komiya	WED'DAY, 23rd April, at 4 P.M.
"LUZON MARU"	H. Yamamoto	SUNDAY, 21st May, at 4 P.M.
"SAIGON MARU"	T. Yamaguchi	SATURDAY, 26th June, at 4 P.M.

CHINA & FORMOSA LINE.

FOR FOOCHOW VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	DATE OF SAILING.
"KAJO MARU"	Y. Yamamoto	WED'DAY, 23rd April, at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	DATE OF SAILING.
"DAIGI MARU"	S. Tokushige	SUNDAY, 20th April, at Noon.
"DAIJIN MARU"	M. Nagano	SUNDAY, 22nd April, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	DATE OF SAILING.
"SOSHU MARU"	K. Tashiro	WED'DAY, 16th April, at 8 A.M.

FOR CANTON.

STEAMER	CAPTAIN	DATE OF SAILING.
"SOSHU MARU"	K. Tashiro	Leaving

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to
Z. KAMIYA,
MANAGER
Second Floor, No. 1, Queen's Building

491-778-7

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
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RUBI	4000	J. Miller	Manila, Mangarin, Iloilo and Cebu	On 17th Apr. 4 P.M.
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ZAFIRO	4000	McMurray	Manila, Mangarin, Iloilo and Cebu	
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For Freight or Passage, apply to
HONGKONG, 31st March, 1913

SHEWAN, TOMES & Co., General Managers.
PHILIPPINES S.S. Co.

THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shop ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

THE LEEDS FORGE CO., LTD.

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description. Pioneers in the Design and Manufacture of PRESSED STEEL UNDERFRAMES and BOGIES and ALL-STEEL RAILWAY WAGONS.

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P. As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION. MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.
Telegraphic Address: "TAIKOO DOCK." [449]

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINCESS ALICE," Capt. L. FRANK	20,300	Wednesday, 16th April, at 10 a.m.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BUELOW" Capt. C. NAHRATH	16,900	About Thursday, 17th April
MANILA, YAP, MARONN, SAMARAI, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ," Capt. L. KLUGKIST	6,750	Saturday, 19th Apr., at 9 a.m.
KOBE and YOKOHAMA	"PRINZ SIGISMUND," Capt. D. LENZ	6,000	About Tuesday, 29th April
KUDAT and SANDAKAN	"BOERNEO," Capt. F. SEMBELL	5,000	End of April

All the Steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD, MEIHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA
Hongkong, 3rd April 1913

"HONGKONG DAILY PRESS"

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	VAL TABLES for 1913 0/30 & 0/25

PASSENGERS.

Per *Landrat Scheff*, from Bangkok, Dr. Street.

Per *Yuensang*, from Manila, Mr. and Mrs. C. Cooper, Mr. and Mrs. J. Waisham, Miss A. Paula, Miss J. Paula, Mr. and Mrs. S. Mager, Mr. E. Campbell, Mr. S. Wilson, Mr. F. George, Mr. L. Kepingor, Mr. F. Westhoff, Mr. C. Sahrat and infant, Mr. P. P. V. Birch and child.

Per *Nyanga*, from Yokohama, etc., Miss M. Barratt, Mrs. Stewart, Mr. T. J. McDonald, Miss E. L. B. Norton, Miss K. Suda, Mr. M. J. and Mrs. Timmins, Mrs. Brankston, child and infant, Mrs. P. W. Massey and child, Mr. and Mrs. J. Ritchie, Mrs. Cameron, Mr. and Mrs. A. L. Taylor and infant, Mr. A. Tweedie, Miss Cameron, Mr. Handerson, Miss M. Marchbank, Mrs. A. Lambert and child, Mrs. Lancaster, Miss H. Wilson, Mrs. Tiley and infant, Master Cummings, Mr. F. E. Rawlins, Mr. and Mrs. Goldsmith, Mr. A. A. Cattell, Mr. O. Stevenson, Mr. J. D. Fullerton and Mr. A. W. Brankston.

Per *Korea*, for Hongkong, from San Francisco, Miss Agnes Bulow, Mr. J. J. Carey, Mr. H. C. Clemence, Mr. Jas. Dalby, Dr. F. W. Kenney, Mr. R. King, Miss C. King, Miss Emily Ladd, Mr. A. E. Larimer, Mr. and Mrs. G. J. O'Neill, Mr. H. W. Osborn, Mr. C. C. Palmerston, Mrs. E. Renjos, Mr. and Mrs. I. C. W. Rowland, Mr. H. B. Sinclair, Mr. and Mrs. H. H. Tammon, Mrs. P. C. H. Thibault, Mr. Wm. P. Tuttle, Mr. F. H. Tyson, Mr. B. L. Wickins, Mr. and Mrs. J. Wickins.

Per *Magellan*, for Shanghai, Mr. J. F. Drysdale, Mr. E. A. Puchard, Mr. Boussezon, Mrs. Boussezon, Mr. Hilaire and family, Mr. Joum.

Per *Polynesian*, for Shanghai, Mr. and Mrs. B. Bridon, Mr. Seamount, Mr. M. P. Janno, Mrs. Hakelair and 3 children, Mr. Anslar, for Yokohama, Mr. and Mrs. Plaisant and 2 children, Mr. S. S. Wickins, Mr. and Mrs. J. Wickins.

DEPARTED.

Per *Nyanga*, for London, Mrs. J. E. Hacking, Mrs. McIntosh, Mr. and Mrs. A. Bain, Mr. R. K. Miller, Rev. and Mrs. Cecil Knox, Mrs. MacArthur, Miss M. F. C. Knox, Mr. G. W. MacFarlane, Mr. G. Parsons, Mr. E. G. Mathews, Mrs. H. Staples Smith and family, Mr. C. W. Kirkpatrick, Mr. B. B. Stone, for Marseilles, Mr. T. W. Tressider.

